

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "PRESS."
Codes: A.B.O. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

FLOOD RELIEF

THEE solicit the AID of the and will be pleased to receive of any description for the

LAU CHU PAK,
Chairman.

Road Central,
10th July, 1914. [951]

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"INVERCLYDE,"
having arrived from the above Port, Consignees of Cargo by her are hereby informed that all Goods are being landed at Wharves situated in the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whomever and/or from the wharves delivery may be obtained.

Goods not cleared by the 23rd inst. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on 23rd inst. at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th July, 1914. [950]

THE ROYAL MAIL STEAM PACKET COMPANY.

The Steamship "DEN OF RUHRVEN,"
FROM PACIFIC COAST AND JAPAN.

THE above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo impeding discharge or remaining on board after 18th inst. will be landed at Consignees' risk and expense and delivery must be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected. No Claims will be recognized after the Goods have left the Steamer or Godowns, and all Goods remaining undelivered on 24th inst. will be subject to rent.

All chafed and otherwise damaged Cargo must be left in Godown and examination of same will be held on 23rd inst. at 9.30 a.m. All Claims must be presented on or before 28th inst., otherwise they will not be recognized. JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th July, 1914. [49]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:

Far Eastern News.
Leading Articles:
British Garrison in China.
Self-Government for Philippines.
The Japanese Naval Scandals.
Chinese Business Honesty.

Random Reflections.
Hongkong:
A Shanghai Hawker's Adventure.
Sanitary Board.
The Murder of a Chinese Detective.
A Doubtful Story.
Connection at the Peak Tram Station.
Alleged Swindler Arrested.
Progress of Y.M.C.A. in Foochow.
Telegrams.
Shameless Military Murder Recalled.
Alleged Perjury at the Magistracy.
"The Better Man."
Reckless Pony Riding at Kowloon.
Supreme Court.
The "Tai On" Piracy.
Soerabaya's 14,000 Ton Dock.
Royal Hongkong Golf Club.
Death of Japan's Foreign Adviser.
The Fortification of Tsingtau Advocated.
Company Meetings:

Steam Laundry Co., Ltd.
Indo-China Steam Navigation Co., Ltd.
"White Wolf" in the Old Haunt.
The Canton River-Boat Competition.
Pillaging of Money at the Peak Hotel.
The West River Floods.
The West River Floods.
The Armed Robbery Near Ronnie's Mills.
The Likin Question in the North.
Peking Notes.
Japan's Export Trade to China.
British-Indian Industrial Bank of China, Ltd.

Customs and Police.
Addition to N.Y.K. European Fleet.
New Cargo Service by Nippon Yusen Kaisha.
The Decrease of Plague.
The Kowloon-Canton Railway.
Rinderpest in the Philippines.
The Recent Stranding of the "Buelow."
Reuter's Agency and Mr. Pooley.
Unemployment in the F.M.S.
Commercial.

Shipping.
Extra Copies 30 cents each, Cash.
Copies can be posted from this Office to addresses sent, including postage 3d.

\$1 Cash for three copies.
Subscription: \$12 per annum, payable in advance, postage 3d.

Hongkong, 18th July, 1914.

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND OF THREE AND HALF DOLLARS per Share for the Six Months ending 30th June, 1914, will be Payable on TUESDAY, 28th July, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 21st July, to TUESDAY, the 28th July (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 14th July, 1914. [945]

THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND OF TWO DOLLARS per Share for the Six Months ending 30th June, 1914, will be Payable on TUESDAY, 28th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 21st July, to TUESDAY, the 28th July (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
General Agents for the
West Point Building Co., Ltd.

Hongkong, 14th July, 1914. [946]

THE HONGKONG CENTRAL ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of SHAREHOLDERS of this Company will be held at the Office of the General Managers at No. 8, Des Voeux Road Central, on MONDAY, 27th inst., instead of as previously notified.

By Order,
A. SHELTON HOOPER,
Secretary to
The Hongkong Land Investment and Agency Co., Ltd.,
General Managers.

Hongkong, 7th July, 1914. [913]

INTIMATIONS

HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEETING of the Season will be held at HAPPY VALLEY TO-DAY (SATURDAY), the 18th July, 1914, commencing at 3.15 p.m. The Charge of Admission will be \$1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB. Soldiers and Sailors in uniform Half-Price. The Committee invite the Ladies of Hongkong to be present.

Hongkong, 11th July, 1914. [929]

METAL IMPORTERS OF HONGKONG.

NOTICE IS HEREBY GIVEN that a MEETING of METAL IMPORTERS will be held at the SECRETARY'S OFFICE, HONGKONG GENERAL CHAMBER OF COMMERCE, NEW GOVERNMENT BUILDING, on WEDNESDAY, 22nd July, at 4 p.m.

BUSINESS:
(1) To approve and adopt, if thought desirable, the form of contract proposed by the Provisional Committee, copies of which have been sent to all firms represented at the Meeting of Metal Importers held on 18th May, 1914.
(2) To consider whether or not an Association of Metal Importers shall be formed.
(3) If it is agreed to form an Association, to elect a Committee to draw up rules.

By Order,
E. A. M. WILLIAMS,
Secretary.

HONGKONG GENERAL CHAMBER OF COMMERCE.
Hongkong, 14th July, 1914.

All Metal Importers not represented at the Meeting held on 18th May, 1914, may obtain copies of the form of contract mentioned in the advertisement upon application to the HONGKONG GENERAL CHAMBER OF COMMERCE.

[938]

THE REPUBLIC MOTOR BOAT CO., LTD.

WANCHAI, PRAYA EAST, TELEPHONE NO. 307.

THE above Company has for hire FAST and COMFORTABLE MOTOR BOATS, fitted with British Engines, for Picnic Parties and for carrying passengers to and from Vessels in the Harbour. Our representative will meet passengers at BLAKE TIER, where our boats will be stationed.

Terms: \$2 per hour or part thereof, or \$1 per trip not exceeding 15 minutes.

Special arrangements for long runs and hiring by the day.

For further particulars, apply to—
AH KING'S Slipway,
WANCHAI.

Hongkong, 27th June, 1914. [874]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable.

Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,
Manager,
8, Des Voeux Road Central
(First Floor).

Telephone No. 650.
Hongkong, 15th May, 1914. [710]

INTIMATIONS

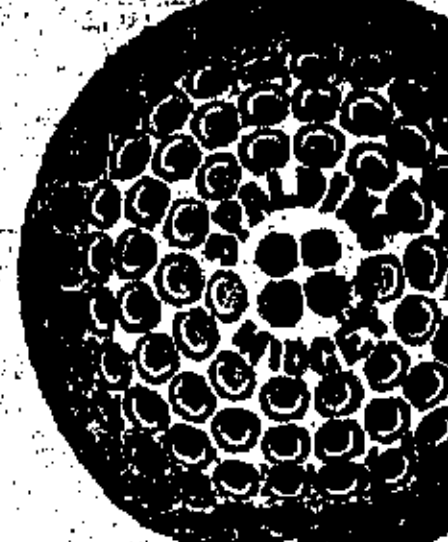
LANE, CRAWFORD & Co.

SOLE AGENTS FOR
SPALDING'S ATHLETIC GOODS.
EVERY REQUIREMENT FOR
GOLFERS.

WE HAVE JUST RECEIVED A SPLENDID SELECTION OF
GOLF CLUBS.

FROM 65 CENTS EACH. GOLF BALLS FROM 65 CENTS EACH.

ARCH COLONELS. WHITE " PATENT " HEAVY " WOOD MILNES. BLUE CIRCLE. DOMINO DIMPLES. GLOBY " MIDGET " BLACK AND WHITE " SEALDING " BOB."



SPALDING "GOLD MEDAL" CLUBS. DRIVERS AND BRASSIES. FROM 5.50 EACH. IRONS, PRICES 4.75

R. FORGAN'S CELEBRATED CLUBS. MADE AT ST. ANDREW'S. PRICE FROM 4.00 EACH.

TAYLOR'S AUTOGRAPH CLUBS. ALL MODELS. PRICE 3.50 EACH.

LADIES' AND LEFT-HANDED CLUBS. STOCKED IN ALL MODELS.

CADDY BAGS, TEES, GOLF GLOVES, CLOCK GOLF, GOLF PAINT, CAPTIVE GOLF. REPAIRS OF EVERY DESCRIPTION UNDERTAKEN.

LANE, CRAWFORD & Co.

[93]

THE NAME
REMINGTON
STANDS FOR

The Longest History.
The Widest Experience.
The Greatest Manufacturing Resources.
The Most Complete and Comprehensive Product.

The Largest Selling Organisation of any concern in the Typewriter Business. From every angle and from every point of view the REMINGTON qualifies as the "Recognised Leader Among Typewriters."

First and Always.

Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON
TYPEWRITER COMPANY
(Incorporated).

SIEMSEN & Co. SOLE AGENTS for
Hongkong, Canton, South China and Formosa [54]

HAVE YOU USED
KAMINIA OIL?
(Registered).

THE WORLD'S FAVOURITE
HAIR OIL.

For Beautifying and Increasing the Growth of the Hair, for preventing its falling off, for restoring it to its natural colour, for making it silky, pliant and lustrous, and for keeping the brain cool and refreshed. No other Hair Oil can approach it in perfection. It has, besides, the most delicate and charming perfume.

TEST IT FREE.
A sample phial will be sent free of charge to all who write for it.

PRICE ... 80 Cents a bottle, nett.
Can be had from all Universal Providers and other principal dealers in the Colony or from the Sole Agent, CHAO CHUCK WAN, No. 8, Yee Wo Street, Hongkong.

Sole Proprietors—
KAMINIA PERFUMERY COMPANY,
Bombay, India. [667]

ON SALE.

DIRECTORY
AND
CHRONICLE
FOR
CHINA, JAPAN, COREA, INDO-CHINA,
STRAITS SETTLEMENTS, MALAY
STATES, SIAM, NETHERLANDS
INDIA, BORNEO, THE PHILIP
PINES, ETC.

FOR THE YEAR
1914.

To be Obtained at the Office of
THE HONGKONG DAILY PRESS,
or
Messrs. KELLY & WALSH, LTD.
Hongkong, 16th February, 1914

ON SALE
AT THE
HONGKONG DAILY PRESS
OFFICE.

NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG
OR
WEST RIVER.

PRICE ONE DOLLAR

Giving all the Important Towns en route
from CANTON to WUCHOW

Hongkong, 5th April, 1913.

INTIMATIONS

S.S. "TINGSANG" (Wrecked).

SHIPWRECKED and UNDERWRITERS interested in the Cargo of this Steamer are requested to communicate with the Under-signed within three months from date.

GILMAN & Co.,
Lloyd's Agents.
Hongkong, 23rd June, 1914. [860]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East.

School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster, HERBERT L. BEER, L.C.F. [849]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.

Hongkong, 20th March, 1914. [442]

GRACA & Co.

PRINCE ST. (Hongkong Hotel Building).
Dealers in
STAMPS, PICTORIAL
POST CARDS, SEEDS, BOOKS,
TOYS, &c.

JUST RECEIVED:
POSTAGE STAMP CATALOGUES
FOR 1914.

Hongkong, 1st July, 1914. [888]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to .588S&W, at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 16th April, 1914. [559]

SINGON & Co.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Supply-chandlers. (Nos. 35 and 37, KING LOONG STREET (2nd St. West of Central Market). Telephone No. 515. [45]

A LING & Co.

19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging. Canton Marbles in Various Shades.

TELEPHONE 1219.
Hongkong, 18th April, 1914. [585]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds ... \$15,000,000
Sterling ... \$15,000,000
Silver ... \$17,650,000
Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. LANDALE—Chairman.
W. L. PATTERSON, Esq.—Deputy Chairman.
S. H. Dowling, Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
C. Landgraf, Esq.

Acting Managers:
Hongkong—N. J. SEARS.
Shanghai—J. D. SMART.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits:
For 6 months, 2½ per cent. per annum.
For 12 months, 3½ per cent. per annum.
A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 14th May, 1914. [115]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1880.
HEAD OFFICE—LONDON.

Paid-up Capital ... \$1,200,000
Reserve Fund ... \$1,200,000
Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON,
Manager.

Hongkong, 8th June, 1914. [1494]

BANKS

NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1823.

Authorized Capital Fl. 80,000,000 (\$25,000,000)
Paid-up Capital ... Fl. 17,407,000 (\$5,435,500)
Reserve Fund ... Fl. 6,618,000 (\$2,128,100)

HEAD OFFICE: AMSTERDAM.
HEAD AGENT: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DISCOUNT BANK.
SWISS BANKING.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Voeux Road Central,
Hongkong, 3rd October, 1913. [32]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... \$1,000,000
Subscribed ... \$1,125,000
Paid-up ... \$625,000
Reserve Fund ... \$465,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.

Hongkong, 10th July, 1914. [841]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yen 10,000,000
Capital Paid-up ... 7,499,250
Reserve Funds ... 8,420,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:
Amoy, Kienyang, Shanghai
Batavia, Kobe, Singapore
Bombay, London, Swatow
Calcutta, Manila, Tientsin
Canton, Moji, Yokohama
Dairen, Nagasaki, Takao
Hankow, Newchwang, Tientsin
Hongkong, New York, Tokyo
Kobe, Osaka, Yokohama
Keelung, San Francisco, Etc.

HONGKONG OFFICE,
8, Des Voeux Road.
Interest allowed on Current Accounts, Deposits received on terms which may be had on application.

K. TSUDZUMABARA, Manager.
Hongkong, 19th February, 1914. [648]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 14th May, 1914. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, WALL STREET, NEW YORK.
LONDON OFFICE: 80, BISHOPSGATE, E.C.

BRANCHES:—
Bombay, Kobe, Yokohama
Calcutta, Manila, Tientsin
Canton, Mexico, Panama
Cebu, Peking, San Francisco
Colon, Shanghai, Yokohama
Hankow, Yokohama

CAPITAL AND SURPLUS Gold \$7,500,000 equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for our year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED. MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

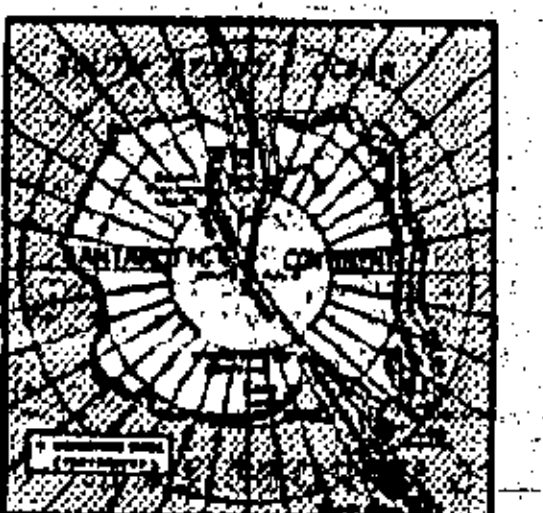
PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG,
Manager.



NAPIER - JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

Sir Ernest
Shackleton's
Route
1,700 miles
across the South
Pole from sea to sea.



Writing to the agent
purchasing of the stores
for the forthcoming Im-
perial Antarctic Expedi-
tion, Sir Ernest
Shackleton uses these
words:

"The question
of the concen-
trated beef
supply is most
important—
it must be
Bovril."

Men must
live on their
food, and Sir
Ernest Shack-
leton, planning
with expedition
with as little
a knowledge of
stores as he has
recognition of
the value of
Bovril.

**HOW I MADE MY
WINDOWS PRETTY.**
"Peach's Beautiful Book
told me all about it."

FREE to all. Tells about
Peach's Patent Window
Decorations. Quite new and different.
Ideal for Casements.

The greatest problem which confronted me when I was furnishing my home, was how to dress the windows in the most attractive fashion on an economical basis. I was considerably perplexed, until I wrote to Peach's for their book, "Decorations for Windows"—the greatest portion of which is devoted to curtains and decorations. It contains 70 of the most charming designs, showing how the most attractive windows could be made, pretty and saving. It is the only book produced which tells of Peach's Special Patent Hems and Sunfast Linings. These improvements are worth a volume of description. I was most impressed by the charming ideas for casement window decoration. These suggestions not only embodied the actual size and number of curtains required, but it was possible to see at a glance just how much each window would cost, and then by reference to the book one could easily see how the window would look when finished. The book also contains many beautiful designs of curtains, and is a most useful and attractive book. A plain fact also to the most careful observer was the astonishingly moderate prices of the productions from this famous loom.

Peach's Loom Prices
25% CHEAPER.
Here were beautiful
designs of curtains
designed exclusively to
Messrs. Samuel Peach
and Sons, the actual
makers, which were, at
least 25 per cent cheaper
than one usually pays
for the most ordinary
curtains, yet they were
of the highest quality.
This is simply because
Peach's are the actual
makers, supplying
direct to the users and
have 50 years' reputation.

Full particulars below, or send postcard for
Free copy of this magnificent book. You will never
again be at a loss to know how to make your
windows beautiful. Write now. Get the
handsome book "Decorations for Windows"
by Messrs. S. H. Peach & Sons, (Ld.),
THE LOOMS, NOTTINGHAM, ENGLAND.

FREE COUPON
I enclose this coupon, and
please send me your Free Catalogue
of Curtains and Linings as per offer.
Name _____
Address _____

COMPANY MEETING.

"SHELL" TRANSPORT AND TRADING
CO. (LTD.).

SIR MARCUS SAMUEL REPLIES TO MR.
CHURCHILL.

The annual general meeting of the members of the "Shell" Transport and Trading Company (Limited) was held on June 22nd at Winchester House, Old Broad-street, under the presidency of Sir Marcus Samuel, Bt., the chairman of the Company.

The Secretary (Mr. E. A. Smith-Reeve) having read the notice convening the meeting and the auditors' certificate. The CHAIRMAN, who was cordially greeted, said:—Ladies and Gentlemen,—Before presenting the balance sheet to you, a duty devolves upon your directors to rebut the statements of Mr. Winston Churchill—(hear, hear)—made in the House of Commons about this Company and its directors. The first and most serious is that we have exploited the necessities of the Admiralty, that we are a trust next to the Standard Oil Company—a trust of such magnitude that Mr. Winston Churchill has assigned to us a very important position in the oil trade. He has stated that there was a combination among various companies so close and binding that there was no free market, and he has implied that the oil trade was controlled by the Standard Oil Company and the Shell Company. If this be so, what is the reason that for the years from 1907 to 1911 not a single ton of liquid fuel was purchased by the Admiralty from the Shell Company? In 1912 this Company supplied no more than one-seventh of the oil fuel imported by the Admiralty in that year, and that quantity we supplied at a price which left the Company a heavy loss. It was largely in consequence of the very low prices ruling then that production was discouraged and an inevitable reaction occurred 12 months later. In 1913 of the total quantity of oil imported by the Admiralty our Company supplied less than one-eighth. The remaining seven-eighths were derived from nine separate vendors, not one having the most remote connection nor alliance nor agreement with the Shell Company, nor among themselves. I am sure that when the First Lord realizes these facts he will at once agree that he was completely misinformed when he stated in the House of Commons that there was a "ring" against the Admiralty and that we were concerned in it and that there was no "free market." (Hear, hear.)

The argument of Mr. Winston Churchill that "because there was not an 'open market' it was necessary for the Government to develop oil fields themselves goes by the board when it is remembered that in addition to the nine Companies from whom supplies were drawn in that year the Admiralty have notoriously obtained for 1914 and following years large supplies from Mexico, from the Scottish Shale Oil Producers, and from the Shell Company, whilst they know, too, that supplies are increasing in Trinidad, Sarawak, and Egypt, and that the opening of the Panama Canal will place vast quantities of oil at their disposal."

The great rise in the price of which Mr. Winston Churchill complains was, amongst other natural causes, due to the prospective demands of the Admiralty being concealed instead of being announced as early as possible. (Hear, hear.) The imports of oil by the Admiralty in 1913 were no less than 150 per cent. in excess of those in 1912. With such a large and sudden increase in demand the wonder is that the Admiralty had not to pay still higher prices, and that they did not prove the elasticity of the oil market. The Admiralty, if they wished to secure supplies, made the grave mistake of supporting one Company only—(hear, hear)—and of keeping at arm's length this Company, whom the First Lord has honoured by describing as a power in the oil world. The specification prepared for liquid fuel for the Admiralty was of a character which excluded many sources of oil from supplying it. With the growth of the requirements of the Admiralty for liquid fuel it became necessary to obtain larger supplies, and then, and then only, was this Company approached. We cannot betray Admiralty secrets, and, unless Mr. Winston Churchill releases us, we may not disclose the actual figures at which we have sold to the Admiralty, even for refuting the accusation, which we deeply regret, that we are only courteous "at a price."

AN INVITATION TO THE ADMIRALTY: MR. CHURCHILL'S SNEER.

But since the accusation has been made, we invite the Admiralty to disclose the f.o.b. price at which we sold to them, and at the same time to state the price paid to others for supplies bought at the same moment. My colleague, Mr. Deterding, responds as deeply as I do the insinuations made against this Company that we have been courteous to the Admiralty only "at a price." Mr. Winston Churchill himself, in his speech in the House, acknowledged how much he was indebted to Mr. Deterding, and consequently to the Company, for what had been done for the Admiralty. It is to be regretted that in the report of the debate Mr. Deterding's name, which was mentioned by Mr. Churchill, was accidentally omitted.

We next come to a sneer by Mr. Winston Churchill which is unworthy of him. He stated that if the Government did not conclude the purchase of the Persian Oil Fields, the Shell Company would have bought them, and under some high-sounding patriotic name would have registered another Company. His sneer applied, no doubt, to the fact that the Company in which the Shell Company and the Royal Dutch Company are the sole shareholders is called the "Anglo-Saxon Petroleum Company." There is no other foreign element in the Anglo-Saxon Petroleum Company, whilst it is agreed that in those of our Companies which operate in British territories the majority of the directors shall be British subjects. The Dutch sources of supply now produce 1,500,000 tons of petroleum annually. We have never done a greater service in securing a supply of liquid fuel for the Navy than when we realized the possibilities of the Dutch East Indies. (Hear, hear.)

WM. POWELL, LTD.

**NATURE'S
FLOOR-COVERING**

CARPETS, RUGS, RUNNERS.

Made of toughest prairie grass, CREX is durability itself.

CREX
Grass Carpet

SANITARY-ECONOMICAL-DURABLE

NOTE:—
CREX is incomparable as a handy, clean, healthy and hygienic substitute for Cloth Carpets. Unaffected by damp. Won't curl at edges or hump in centre.

WM. POWELL, LTD., SOLE DISTRIBUTERS.

THE COMPANY AND THE ROYAL DUTCH COMPANY.

The reproach that we might suffer from a foreign alliance would possibly have held good if it were with a country having conflicting interests with Great Britain and having a fleet requiring large supplies of liquid fuel. Neither of these conditions applies to Holland, and it has not been the least of the difficulties of your directors that the censures directed against this Company have been based upon the fact that they were in alliance with the Royal Dutch Company. We have not only never denied, but we are proud of the association. (Hear, hear.) It has promoted good feeling between the two nations, and this will progress unless it is disturbed by unwise, ungenerous, and misleading misrepresentations. Most fortunately, Mr. Deterding and his Dutch colleagues are broadminded men, and they have not resented the attitude which has been taken. But on the contrary, they have given, and I am quite sure will continue to give, every help that they possibly can to the British Admiralty if they will frankly state what it is they require and give us time and opportunity for providing it.

I am only too glad to chronicle that since the Admiralty realized their needs, since equal opportunity was given to this Company with their competitors, a totally different spirit has prevailed, and it was therefore astonishing to us to hear that, under the pretext that there was a "ring" against the Admiralty, and that we were parties to the "ring," it was thought necessary to take a step new to Government practice and to involve public funds in a commercial adventure. In the tale that I shall presently have to unfold to you in connection with your own business, you will see our total production for 1913 amounted to 4,000,000 tons. The small quantity which the Admiralty took from us is a bagatelle compared with this, and your interests are therefore financially independent of prejudices and attacks even by a Government Department. But we would express the hope that, with the elucidation of the facts which we have placed before you, the prejudice which has existed against this Company may be dispelled. Under no circumstances whatever will your directors and managers—British or Dutch—resent to the injury of the British Empire the grievances which we have had against individuals. In spite of what has occurred, such service, advice, or assistance as we can possibly render to the Admiralty will be freely, willingly, disinterestedly, and always at their disposal if they choose to avail themselves of it. (Cheers.)

A RECORD BALANCE-SHEET: DIVIDEND 25 PER CENT.

Ladies and Gentlemen,—Never has it been my privilege to submit to you such a balance-sheet as I now have the pleasure of putting before you for the year ended December 31st, 1913. After providing a sum of £14,921 2s. 6d. for depreciation on investments (we never take credit, as against this item, for appreciation on securities already written down); after debiting to profit and loss not only the entire expenses of the new issue of Preference and Ordinary capital amounting to £5,802 3s. 3d., but the entire stamp duty on increase of capital of £12,500, we are still able to carry to the balance sheet £1,800,259 13s. 4d. (Cheers.)

I must refer a moment to the figures on the liabilities side of the balance-sheet. You will find that during the current year £800,000 (very largely derived from premium on new shares) has been added to the reserve, raising this item to £2,900,000. Whilst the amount of the carry forward this year is shown as £226,354 6s. 7d., it is in reality £318,398 4s. more, because you will see that in the appropriation statement we have given the full amount of the second interim dividend actually paid out to the shareholders. It must be borne in mind, however, that there stands at the credit of dividend account the amount of £18,398 4s., as shown in the balance-sheet, which will be brought into effect in the 1914 accounts. The dividend of 25 per cent. for the year, which is paid free of income-tax, is payable upon £4,047,610, whilst Preference dividend has been paid on the full capital of £2,000,000, both being materially larger sums than in the previous year. In securities invested outside the business, in bills receivable, fixed deposits with bankers, and cash at bankers, on current account, and at short notice, we had in hand at the close of the year £2,100,000 of liquid resources.

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

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DRAGON
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CEMENT



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QUALITY
BUILDING
CEMENT

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Summer Excursions TO JAPAN

BY THE STEAMERS OF

**CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO.
TOYO KISEN KAISHA.**

GOING AND RETURNING WITHIN PERIOD 1st JUNE-31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired. Passengers may go and/or return via MANILA without additional charge by steamers calling at that Port so indicated in schedule of sailings shown below. The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

YOKOHAMA LEAVES	KOBE LEAVES	NAGASAKI LEAVES	HONGKONG ARRIVES	STEAMER	HONGKONG LEAVES	NAGASAKI ARRIVES	KOBE ARRIVES	YOKOHAMA ARRIVES
2 July	3 July	5 July	13 July	E. OF INDIA	22 July	27 July	29 July	31 July
9 " "	10 " "	12 " "	20 " "	KOREA	29 " "	3 Aug.	31 Aug.	1 Aug.
16 " "	17 " "	19 " "	27 " "	SHIMIZU	5 " "	10 " "	12 " "	14 " "
23 " "	24 " "	26 " "	34 " "	E. OF ASIA	12 " "	17 " "	19 " "	21 " "
30 " "	31 " "	3 Aug.	4 Aug.	CHUNSHU	19 " "	24 " "	26 " "	28 " "
6 Aug.	7 Aug.	9 Aug.	17 Aug.	E. OF JAPAN	26 " "	31 " "	3 Aug.	1 Sept.
13 " "	14 " "	16 " "	24 " "	SHIMIZU	3 " "	8 " "	10 " "	12 " "
20 " "	21 " "	23 " "	31 " "	E. OF RUSSIA	10 " "	15 " "	17 " "	19 " "
27 " "	28 " "	30 " "	7 Sept.	SHIMIZU	17 " "	22 " "	24 " "	26 " "
3 " "	4 " "	6 " "	14 Sept.	MONGOLIA	24 " "	29 " "	31 " "	3 Sept.
10 " "	11 " "	13 " "	21 Sept.	E. OF JAPAN	31 " "	6 Oct.	8 Oct.	10 Oct.
17 " "	18 " "	20 " "	28 Sept.	SHIMIZU	7 " "	12 " "	14 " "	16 " "
24 " "	25 " "	27 " "	5 Oct.	E. OF ASIA	14 " "	19 " "	21 " "	23 " "
31 " "	1 Oct.	3 Oct.	12 Oct.	KOREA	21 " "	26 " "	28 " "	30 " "
			19 Oct.	E. OF JAPAN	28 " "	3 Oct.	5 Oct.	7 Oct.

↑ Returning via Manila.

Steamers proceeding via Manila do not call at Shanghai.

[630]

PROVISION FOR DEPRECIATION.

In the brief summary which was issued with the report, the item to which I wish to direct your attention is the fact that the Anglo-Saxon Petroleum Company (Limited) and the Bataafsche Petroleum Maatschappij have set aside for depreciation for the year £1,215,000, this making that set aside from the inception of those companies in 1907, £5,508,000, or 65 per cent. of the original capitalization. (Cheers.) Nor is this all. Every subsidiary company in which we have a voice provides its own depreciation. Whilst I am on the question of the resources of the company, you must have observed, with the pleasure that it has given your directors, the fact that the Bataafsche insurance fund has been raised during the year by a sum of no less than £260,000, and that it now stands at £760,000.

A "FORTUNATE" AND "MOST INTERESTING" YEAR.

The year under review has been not only a fortunate but a most interesting

MOUTRIE PIANOS

are **BACKED**

GUARANTEE

for **FIVE YEARS.**

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NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of "DAILY PRESS" are on Sale daily at the following Stores:
KOWLOON HOOK STALL, Ferry Wharf
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TO LET

TO LET.
IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS.
Apply—
A. S. WATSON & Co., Ltd.
Hongkong, 8th July, 1914. [923]

TO LET

FLATS, "WILD DELL," No. 147, Wanchoi Road, newly built, each Flat with 5 Rooms, Kitchen, Bathroom and Servants' Quarters. "THE NEUK," No. 83, Peak.
Apply to—
SANG KEE, Care of COMPADORE DEPARTMENT, HONGKONG AND SHANGHAI BANKING CORPORATION.
Hongkong, 9th July, 1914. [924]

TO LET

NO. 7, STEWART TERRACE, PEAK, thoroughly renovated and in good order. No. 9, BEACONSFIELD AVENUE, Shop, ROOMS in Queen's Road Central. No. 55, ELGIN TERRACE, newly painted and colourwashed.
No. 19, SHELLEY STREET.
Apply to—
LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 25th June, 1914. [55]

TO LET

3 ROOMS, suitable for Offices, on the Ground Floor of Bells Buildings, 31, Wyndham Street.
Apply to—
P. A. XAVIER, Care of Hongkong Printing Press, Hongkong, 11th July, 1914. [920]

QUEEN'S BUILDING

TO LET, the South-West portion of the FIRST FLOOR, including Treasury and Ground Floor, lately in occupation of the German Bank.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 17th June, 1914. [938]

TO LET

SHOP, No. 12, Queen's Road Central.
OFFICES on 1st Floor of 12 and 14, Queen's Road Central.
Apply to—
CHRISTOPHER WILLSON, 18, Bank Buildings, Hongkong, 17th June, 1914. [57]

TO LET

FOUR-ROOMED HOUSE in Salisbury Avenue, Kowloon. Cheap rental.
SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 42, with Wharf.

FLAT in Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD., Alexandra Buildings, Hongkong, 16th May, 1914. [696]

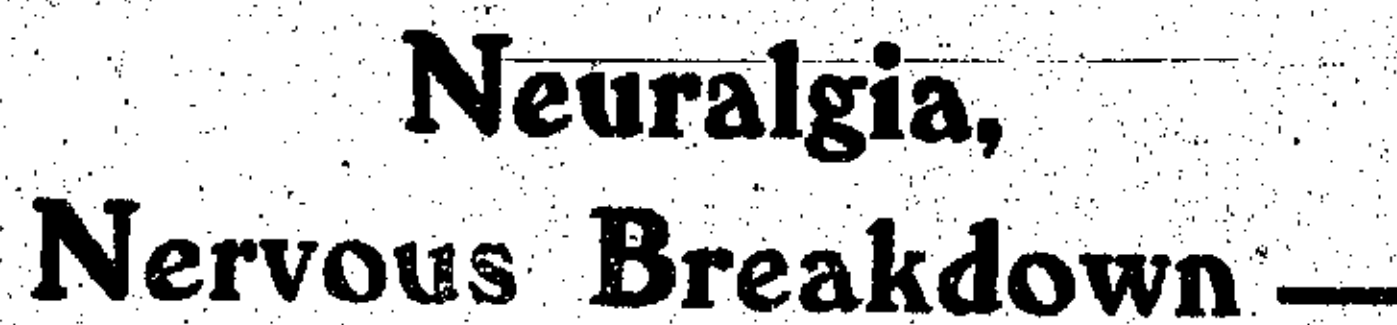
TO LET

OFFICES in Hotel Mansions. From 1st September next.
Apply to—
HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 8th July, 1914. [915]

TO LET

NO. 5, "ORMSBY TERRACE," Kowloon
Apply to—
SPANISH DOMINICAN PROCUROTOR, Hongkong, 15th July, 1914. [914]

(Continued on page 6.)

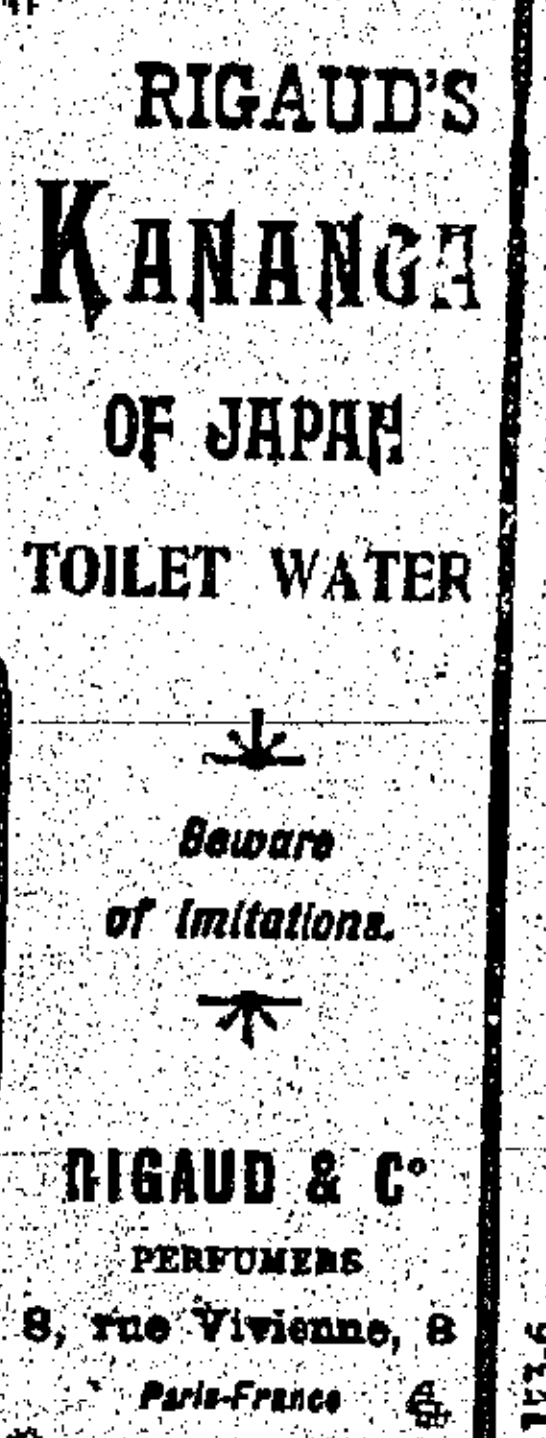


No other medicine has received such absolute proof of its extraordinary properties in restoring Shattered Constitutions, and in giving back to the prematurely aged New Life and Energy.

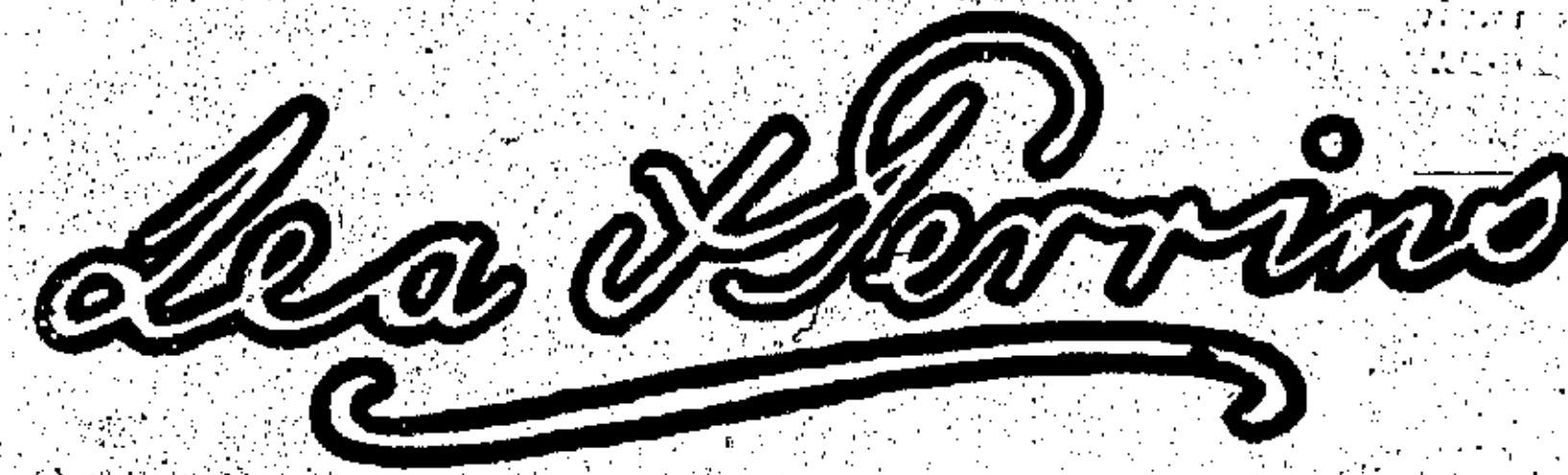
There is only one Phosferine—beware of illegal imitations—do not be misled by *Phosph This* or *Phosph That*, but get

 HAS BEEN SUPPLIED BY ROYAL COMMANDS TO—
The Royal Family
H.M. the Empress of Russia
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Prices in Great Britain: 2/6 and 4/6. Sold by all Chemists, Stores, &c.
 PROPRIETORS: ASHTON & PARSONS, LTD., LUDGATE HILL, LONDON, E.C.4.



believe that the large majority of the poorer classes are instinctively conscious of this truth, and instinctively suspicious of the bribes offered to them by politicians; at any large body of men is easily misled by rhetorical phrases, which it is the art of the politician to use on the platform. Everybody with any capacity for sympathy must approve of the desire of



Pamphlet "Infant Feeding and Management" sent free.
Allen & Hanburys Ltd., 8a, Peking Road, Shanghai, H.K., Box 150, and London, England.

For cleansing the blood of all impurities, from whatever cause arising there is no other medicine just as good as Clarke's Blood Mixture—that's why in the thousands of cases of skin and blood diseases it has effected truly remarkable cures where all other treatments have failed.

The Editor of the "FAMILY DOCTOR," London's popular medical weekly, writes: "We have seen hosts of letters bearing testimony to the truly wonderful cures by Clarke's Blood Mixture. It is the first Blood Purifier that Science and Medical Skill have brought to light, and we can with the utmost confidence recommend it to our subscribers and the public generally."

John Jameson & Son, Ltd., Dublin,
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THERAPION
 MADE TO TALK
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 THE TRADE MARKED WORD "THERAPION" IS ON
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TRY NEW DRAGON (TASTELESS) FORM OF
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EASY TO TAKE
SAFE AND
LASTING CURE.

NOTICES TO CONSIGNEES

S.S. "AMAZONE,"
COMPAGNIE DES MESSAGERIES
MARITIMES.
NOTICE.

CONSIGNEES of Cargo from London
ex s.s. "Medeo" and from Bordeaux
ex s.s. "Ville de Constantin" in con-
nection with above Steamer are hereby informed
that their goods and Valuable are being
landed and stored at their risks into the
hazardous and extra hazardous Godowns
of the Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon To-day requesting it to be landed
here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed after
24th July, at Noon, will be subject to rent and
landing charges must be paid in to me on or before
the 23rd July, or they will not be recognized.

All damaged packages will be examined on
the 18th July, at 10 A.M.
No Fire Insurance has been effected.

THOMAS,
Agent.
Hongkong, 15th July, 1914.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"
FROM MIDDLESBRO' LONDON AND
Straits.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., at Kowloon, whence
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 23rd inst. will be subject
to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
23rd inst., or they will not be recognized.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 23rd inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 16th July, 1914.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer

"DEVANHA"
Arrived Hongkong on 15th July, 1914.
FROM BOMBAY, COLOMBO AND
Straits.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
Consignee will be sorted out Mark by Mark
and delivery can be obtained as the Goods
are landed.

This vessel brings on Cargo—
From London, ex s.s. "Egypt."
From Persian Gulf, ex s.s. "B. L. S. N."
and B. & P. S. N. Co.'s 5 s.s. steamers.

Optional Cargo to be landed here unless
intimation is given to the contrary within
5 hours.

Goods not cleared within 8 days including
date of arrival will be subject to rent.

No Fire Insurance will be effected by me
in any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignees, and
the Company's Surveyors, Messrs. GORDON
and DOUGLAS, at 10 A.M. on MONDAY and
THURSDAY. All claims must be presented
within ten days of the steamer's arrival here
after which date they cannot be recognized.

No claims will be admitted after the Goods
have left the Godowns.

S. A. HEWETT,
Superintendent.
Hongkong, 16th July, 1914.

NOTICE TO CONSIGNEES.
P.M. S.S. "KOREA"

FROM SAN FRANCISCO AND
JAPAN PORTS.

THE above-named Vessel having arrived,
Consignees of Cargo are hereby notified
to send in their Bills of Lading for counter-
signature and take immediate delivery of Cargo
from alongside. Cargo impeding discharge
will be landed immediately at Consignees' risk
and expense.

Cargo remaining on board SATURDAY
18th inst., at 5 p.m., will be subject to landing
charges, and if undelivered FRIDAY, 23rd
inst., at Noon, will be subject to both landing
and storage charges.

No Fire Insurance whatever will be effected.
All chafed and otherwise damaged Cargo will
be examined at the above Company's Godowns,
THURSDAY, 23rd inst., at 10 A.M.

No Claims will be entertained unless accom-
panied by short delivery note or list of excep-
tions taken at the time of delivery to Consignees
and signed for and on behalf of the Pacific
Mail S.S. Co.

All Claims must be filed on or before 16th
August, otherwise they will not be recognized.

R. C. MOERTON,
Agent.
Hongkong, 16th July, 1914.

THE above-named Vessel having arrived,
Consignees of Cargo are hereby notified
to send in their Bills of Lading for counter-
signature and take immediate delivery of Cargo
from alongside. Cargo impeding discharge
will be landed immediately at Consignees' risk
and expense.

Cargo remaining on board SATURDAY
18th inst., at 5 p.m., will be subject to landing
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and storage charges.

No Fire Insurance whatever will be effected.
All chafed and otherwise damaged Cargo will
be examined at the above Company's Godowns,
THURSDAY, 23rd inst., at 10 A.M.

FASHIONS AND FANCIES

At Ascot, on Tuesday, the old French
assertion that "the English take their
pleasures sadly" recurred constantly to
my mind. Perhaps the grey-skies and
chill winds were partly responsible for the
curious lack of enthusiasm; and of course
one does not expect a well-bred English
crowd to be boisterously excited and
merry; but there is a great difference
between such merriment and quiet,
interested enjoyment. It is true that
some lovely and animated faces and much
light-hearted groups in the Royal enclosure
and paddock, but stolid countenances and
a general air of boredom were the rule
with the more democratic but prosperous-
looking and admirably turned-out crowd
on the grand stand.

A LISTLESS CROWD.
Most of the charmingly-gowned women
—in her manner of choosing and wearing
her clothes the average Englishwoman has
improved wonderfully of late—and per-
fectly groomed men appeared so listless
and uninterested that our marvellous why
they had taken the trouble to attend the
function at all! I only saw one person
who seemed to possess anything of the
joie de vivre, a pretty girl in cream,
whose eager, expressive young face was
delightful to behold as she watched the
race for the Prince of Wales' Stakes. She
had loyally backed Brakespear—a modest
five shillings—and although I don't know
her, and in all probability shall never see
her again—I felt personally elated, for
her sake, when the King's horse came in
for a "place" at least.

BLACK, WHITE, AND GOLD.
One point that impressed me was that
—even at Ascot—I have never seen so
many handsome and charmingly-dressed
women. The new modes are conspicuously
graceful and dignified, and even those
gowns which are travestied in some of the
press "snapshots" were not nearly as
grotesque as they appeared in those
unsatisfactory photographs. Snapshots
really ought to be abolished! At first the
effect of the crowded lawns was somewhat
sombre, with so many black hats and
mantles, the latter retained for a time
when the clouds were most threatening.
But as the rain held off cloaks were dis-
carded, and the frocks appeared in all
their fresh summer beauty. White
nymphs, tulle, and lace were most in
evidence; next came white, black, and
black and gold, while in charming con-
trasts appeared here and there a gown of
vivid blue, or pale rose, or periwinkle;
and there was one gorgeous cloak of gold
tulle brocade with rose and lime-green
that shone out resplendent. Several
notable cloaks were of white charmeuse
bordered with black arranged to fall in
a series of graduated folds, short in front
and very long at the back; and lighter
cares were of lace or nylon, falling
straight from the shoulders, those of
nylon bordered and lined with white silk.
A very picturesque wrap was of white
broché crepe de chine, draped in lovely
folds and the front ends caught up to the
shoulders, forming loose arm-holes.

TOURNURES AND FLOUNCES.
The tournure draperies arranged in soft
billows at the back, and drawn in below
with a butterfly bow or a big tassel, were
most in vogue; the fronts of these skirts
being sometimes simply draped in front
to fall in straight folds, or set with
flounces of lace or net. A lovely little
gown of periwinkle tulle, with a large
tournure was absolutely untrammelled save
for a soft neck ruffle of tulle in the same
tint, and two little frills on the half-
length sleeves; and a similar gown was
of white tulle with a belt of gold tissue
secured with a gold rose and a bodice of
white and gold embroidered nylon. With
this was worn a black hat with gold crown
and sweeping gold aigrette, and a black
satin cloak lined with white; and the
sunshade was of black point d'esprit over
white crepe, with a very deep border of
gold tissue embroidered with gold in high
relief. But the sunshade was never
needed; in fact, not one sunshade was
unfurled during the whole afternoon.
Several lovely white nylon or lace gowns
had the skirt set with a series of godet
flounces curving up to the back, with
scalloped edges.

GLOVES AND SHOES.
Silk hose to match the gown were the
rule, with either shoes to match, or black
suede or satin shoes, some of these with
an ornate paste buckle set at the outer
side of the instep; others of the graceful
ballet type, with French heels, and a
good many "tango" shoes were worn,
with the ribbon sandals that are so
delightfully comfortable, and that are
now only visible in glimpses, as the open
skirts have disappeared. I did see one
or two of the paddock of navy serge very
elaborately made—and the most successful
were of ivory cloth fashioned with absolute
simplicity and worn with white kid boots
having black toe-caps and heels, white
gloves, and a black or black and white
hat. The only exception to white gloves
was the very pale flesh tint which is the
latest thing, and really looks very nice,
especially with a nylon or lace gown.

TO-DAY'S ILLUSTRATION.
The boudoir or rest gown is quite an
institution this season, a delightfully cool
affair, easily donned, and sometimes quite
elaborate enough to be worn through the
evening as a home dinner gown. To-day's
sketch shows a gown of this type, a robe
of softest blush pink charmeuse, draped
up at the side and caught with a rose;
and over it a loose coat of lace, through
which the girdle of black satin is passed,
fastening with bow and ends in front—
Dianore in the Gobe.

MOTHER
SEIGEL'S SYRUP

For
INDIGESTION
BILIOUSNESS
CONSTIPATION
FLATULENCE
HEADACHES
LANGUOR

The surest way to have good health is to
keep your stomach well. All the nourish-
ment of your body must pass through your
stomach, and if that organ is not in a fit
state to deal with it, and to digest it properly,
it stands to reason that your health must
suffer. It doesn't matter how good food is,
if it is not digested, it is of no more use in the
stomach than out of it. This is quite
certain. Moreover, undigested food soon
ferments, and causes dangerous impurities
which impoverish and poison the blood.
That's why so many people, tens of
thousands of them, suffered from indiges-
tion, biliousness, constipation, headaches,
flatulence, languor, until Mother Seigel's
Syrup put them right again.

IS RECOMMENDED BY
TENS OF THOUSANDS.

Sold also in Tablet Form Price 2/9.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *Siberia*, with the United
States mail, left Yokohama on the 13th
July for Hongkong via Manila, and is
expected to arrive at this port on the 25th
July.

THE AUSTRALIAN MAIL.
The I.G.M. str. *Prinz Waldemar* left
Sydney on the 2nd July, at 3 p.m., and
may be expected here on or about the
25th July.

The E. & A. str. *Empire* left Sydney for
this port (via Queensland Ports, Port
Darwin, Timor and Manila) on the 11th
July, and may be expected to arrive here
on the 18th August.

The A.O. str. *Chungsha* left Sydney on
the 14th July for Hongkong via Thurs-
day Island, Port Darwin, Zamboanga and
Manila, and may be expected to arrive
here on or about the 8th August.

MERCHANT STEAMERS.
The str. *Zafra* left Manila on the 15th
July, and is due here on the 18th July,
at daylight.

The Bank Line str. *Salamis* left Bang-
kok on the 12th July, a.m., and may be
expected here on the 18th July, at day-
light.

The str. *Manchester* left Keelung
on the 16th July, a.m., and is therefore
due here on the 18th July.

The H.A.L. str. *Senegambia* left Singa-
pore on the 13th July, p.m., and may be
expected here on or about the 18th July,
a.m.

The Bank Line str. *Dunier* left Bang-
kok on the 13th July, and may be expected
here on the 20th July.

The str. *Gattinger* left Singapore on
the 14th July, at 6 p.m., and may be
expected here on or about the 20th July,
at 8 a.m.

The Apear str. *Gregory Apear*, from
Calcutta, left Singapore on the 15th July,
and may be expected here on or about the
20th July.

The I.G.M. str. *Torok* left Colombo on
the 19th July, p.m., and may be expected
here on or about the 22nd July.

The str. *Dunera* left Calcutta on the
10th July, and may be expected here on
or about the 20th July.

The Mogul Line str. *Lennox* left United
Kingdom on the 18th June, and is due to
arrive here on or about the 30th July.

The East Asiatic Co. str. *Siam* left Port
Said on the 13th July, and may be ex-
pected here on or about the 18th August.

The Mogul Line str. *Erroll* left United
Kingdom on the 11th July, and is due to
arrive here on or about the 23rd August.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Kumang, from Moji, is due in Hong-
kong 18th July.

Hangang, from Shanghai, is due in
Hongkong 20th July.

SHIRE LINE, LIMITED.
Den of Airie, from London, is due in
Hongkong 8th August.

Carnarvonshire, from Vancouver, is due
in Hongkong 26th August.

INDIA LINE, LIMITED.
Indrakula, from Moji, is due in Hong-
kong 25th July.

PASSED THE CANAL
June 2nd—*Benvenich*, Nubia.
June 5th—*Bayern*, Stentor, *Tatkybus*,
O.J.D. *Ailers*.

June 9th—*Kandahar*.
June 12th—*Belgravia*, *Eumaeus*, *Namur*.
June 15th—*Telemachus*, *Puritan*.

June 19th—*China*, *Hector*, *Persia*,
Den of Kelly, *Senegambia*.

June 23rd—*Dunbar*, *Inverclyde*.
June 26th—*Gattinger*, *Neleus*.
June 30th—*Persia*, *Sigmaringen*.

July 3rd—*Brigavia*, *Onfra*, *Socotra*,
York, *Arabia*, *Chalister*.

July 7th—*Kamo Maru*, *Altmark*,
Indrakula, *Prinz Ludwig*, *Norderney*,
Paul Leat.

July 10th—*Idomeneus*, *Lennox*, *Poly-
nesian*, *Agapenor*, *Sardinia*, *Tubingen*,
Laomedon.

July 14th—*Achilles*, *Benlomond*, *Glen-
hurst*, *Sachsen*, *Satsuma*, *Suevia*, *Wakasa*,
Maru, *Furst Butow*, *Novara*.

MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

BRITISH.
Alacrity, despatch-boat, 1,700 tons, 4 guns, 201
h.p., Comdr. A. Cochrane, R.N., Weiha
wei.

Atlas, admiral's tug, 615 tons, 1,400 tons,
Hongkong.

Bramble, gunboat, 710 tons, 900 h.p., Lt.
Comdr. V. D. Brandon, Weiha wei.

Britomart, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. P. B. Preston-Thomas, Hongkong.

Caladon, British ship, 1,070 tons, 1,400
h.p., Capt. M. S. Fitzmaurice, Yangtze.

Cherub, water tank and tug, 390 tons, 340 h.p.,
Hongkong.

Clio, British ship, 1,070 tons, 1,400 h.p.,
Comdr. Mackenzie, Yangtze.

Cobra, T.B.D., 560 tons, 412 h.p., 1 h.p.,
7,500 f.d., Comdr. G. Seymour, cruising.

Chelmer, T.B.D., 560 tons, 412 h.p., 1 h.p.,
7,500 f.d., Lieut. E. D. England, Hongkong.

Fame, T.B.D., Lt.-Comdr. C. M. Blackman,
Hongkong.

Hamble, 10,850 tons, 21,000 f.d., 14 guns,
Capt. H. W. Grant, Hakodate.

Jed, T.B.D., 560 tons, 412 h.p., 1 h.p.,
7,500 f.d., Lieut. G. F. A. Mulock,
Hongkong.

Kinsha, 615 tons, 1,200 h.p., Comdr. H.
Marratt, Yangtze.

Melina, surveying ship, 1,070 tons, 6 guns,
1,400 h.p., Lieut. F. J. B. Gibson,
Labuan.

Minotaur, armoured cruiser (flagship Vice-
Admiral T. H. Jerningham, R.N.), 27,000
h.p., Capt. E. B. Kidd, Hakodate.

Mothers, river gunboat, 180 tons, 2 guns, 300
h.p., Lieut. Comdr. Alan Dixon, W. River.

Neoswale, 2nd class cruiser, 4,800 tons, turbine,
22,000 f.d., Capt. F. A. Powell, cruising.

Nightingale, river gunboat, 85 tons, 240 h.p.,
Lieut. Comdr. Malcolm Murray, Yangtze.

Kenner, T.B.D., 560 tons, 412 h.p., 1 h.p.,
7,500 f.d., Lieut. F. A. H. Russell, cruising.

Ribble, T.B.D., 560 tons, 412 h.p., 1 h.p.,
Lieut. Comdr. Wilkinson, cruising.

Robin, river gunboat, 85 tons, 240 h.p.,
Lt.-Comdr. J. Fleetwood-Nash, West River.

Rosario, despatch ship to Submarine, 980 tons,
1,400 h.p., Lieut. Comdr. F. A. Cronin,
Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. I. A. S. Hutton, Hong-
kong.

Salpe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. M. R. J. Maxwell-Scott,
Yangtze.

Tanar, receiving ship, 4,650 tons, 6 guns
Commodore A. R. Anstruther, C.M.G.,
Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 300 h.p.,
Lieut. Comdr. B. B. Russell, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lt.-Comdr.
G. F. L. Page, Weiha wei.

Triumph, battleship, 11,985 tons, 12,500 h.p.,
A. Comdr. A. S. Sussman, Hongkong.

Uak, T.B.D., 560 tons, 7,500 f.d., 6 guns, Lieut.
Maxwell, cruising.

Welland, T.B.D., 560 tons, 7,500 f.d., 6 guns,
Lieut. Comdr. Poignand, Hongkong.

Widgong, gunboat, 195 tons, 2 guns, 300 h.p.,
Lieut. Comdr. A. J. Landon, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lt.-Comdr. M. B. B. Blackwood, Yangtze.

Woodhark, gunboat, 180 tons, 2 guns, 550 h.p.,
Lt.-Comdr. R. H. Lloyd, Yangtze.

Yarmouth, 2nd class cruiser, 4,800 tons, Capt.
H. L. Cochrane, Hakodate.

Submarines—
C.36, D. J. M. Ghetwile, Lieut.
C. 37, J. A. Gaines, Lieut.
C. 38, R. K. C. Pope, Lieut.
T.B. 035, Lieut. Handley.
T.B. 036, Lieut. Wiles.
T.B. 037, Lieut. Wyndham-Quinn.
T.B. 038, Lieut. Seymour.

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPOSTS,
A Comprehensive and Complete Record
of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS
with which is incorporated
THE CHINA OVERLAND TELEGRAPH
Subscription, paid in advance,
\$12 per annum. Postage
free to any part of
the World.

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams
lying in the Eastern Extension, Australasia and
China Telegraph Company's office at Hong-
kong—

ADDRESSEE	FROM
Bleby (Nok for J. M. & Co.)	Calcutta.
Clarke, May, Passenger, Assaye.	Shanghai
Peninsular	Shanghai
Foy, Prius	London, Nord.
Lloyd	London, Sub.
Gangoheng Slongwan	Medan
Gosioeseng	Samarang
Hissang	Saigon
Jelleg, 161, Connaught	San Francisco
Kokwun	Singapore
Kokwun	Singapore
Kokwun	Singapore
Long	Cholon
Long	Bochenberg
Manwolong	Oakland, Calif.
Moreira	Paris
Ongchengsam	Singapore
Papmohse	Shanghai
Tongmohse	Tamoa

Following is a list of unclaimed telegram
lying in the Great Northern Telegraph
Company's office at Hongkong—

ADDRESSEE	FROM
Burinyoko	Wakamatsu,
	Chikusa
Chengyue	Shanghai
Edwards, Hongkong Hotel	Shanghai
Kwongyingsang	Yokohama
Pohinglong	Shanghai
Tamoa Maru	Kobe
245/5288	Amoy
4401/5289/2	Amoy
5440/2621/3172/670/1131/0735	Shanghai
1016/6671/0615/1987/5289	Shanghai
0338/0003	Swatow
6007/3502/4149/4574/0005/5294	Shanghai
7024/3654/0001/5714/5591	Swatow
1129	Sw

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	8.00
Return " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return " "	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 18TH JULY, 1914.

8 a.m. HONAM. 8 a.m. HEUNGSHAN.
10 p.m. HEUNGSHAN. 6 p.m. KINSHAN.

SUNDAY, 19TH JULY, 1914.

10 p.m. FATHAN. 4 p.m. HEUNGSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,851. S.S. TAISHAN, Tons 2,004.

HONGKONG TO MACAO

Week days at 7.30 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 12.30 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 19TH JULY, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOISANG.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAIYAM, 588 tons, and S.S. NANNING, 588 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAY and SANULI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

NORDDEUTSCHER LLOYD IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, LISBON, SOUTHAMPTON, ANTWERP and HAMBURG...	"KLEIST" Capt. L. MAASS.	17,000	Wedday, 22nd July, at 10 a.m.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA...	"YORCK" Capt. F. LANSER.	17,000	About Wedday, 22nd July.
NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. O. JURANY.	6,100	Saturday, 8th (Aug., at 3 p.m.)
KOBE...	"PRINZ WALDEMAR" Capt. O. JURANY.	6,100	About Friday, 24th July.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

HOMEWARD.

Steamship	about
"GOETTINGER"	19th July.
"TUEBINGEN"	3rd Aug.

For DUENKIRCHEN, ROTTERDAM & BREMEN
S.S. "TUEBINGEN"
about Middle of Sept.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD
MELCHERS & CO..

GENERAL AGENTS.

Hongkong, 1st June, 1914.

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

KOREA Sailing THURSDAY, 23rd July, at 1 p.m.
SIBERIA SUNDAY, 2nd Aug., at 1 p.m.
CHINA (via Manila) WEDDAY, 12th Aug., at Noon.
MANCHURIA TUESDAY, 18th Aug., at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the service, which is under the personal supervision of Mr. V. Morton, the world-famous captain. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous conveniences—all water swimming tank, Filipino orchestra, deck games, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

VIA KEELUNG, MOJI, or SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and VICTORIA, B.C.

Steamer Captain Leaving
"OANADA MARU" ... H. Yamamoto ... WEDDAY, 22nd July, at 4 p.m.
"TACOMA MARU" ... T. Hamada ... THURSDAY, 6th Aug., at 4 p.m.

These Newly-Built Steamers of American Line have fast speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer Captain Leaving
"INDO MARU" ... K. Komura ... THURSDAY, 13th Aug. a.m.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer Captain Leaving
"KAIJO MARU" ... Y. Yamamoto ... MONDAY, 20th July, at 2 p.m.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer Captain Leaving
"DAIGI MARU" ... S. Tokuhige ... TUESDAY, 21st July, at Noon.
"DALIN MARU" ... K. Murakami ... SUNDAY, 25th July, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer Captain Leaving
"BOSHU MARU" ... K. Hattori ... WEDDAY, 22nd July, at 10 a.m.

These Steamers of Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to
Y. ASAI,
MANAGER,
Second Floor No. 1 Queen's Building.

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HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
To MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK
and from MANILA, HONGKONG and JAPAN to
VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

For	Steamship	To Sail
SHANGHAI, KOBE and YOKOHAMA	"HOLSATIA"	23rd July.
" "	"SCANDIA"	14th Aug.
" "	"SITHONIA"	23rd Aug.
" "	"LIBERIA"	11th Sept.
" "	"ALBANY"	18th Sept.
" "	"WUERTEMBERG"	9th Oct.
" "	" "	16th Oct.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND (Or.)	"ANDALUSIA"	2nd Aug.
" "	"BELGRANIA"	17th Sept.
" "	"BRASILIA"	12th Oct.

MARSEILLES, HAVRE, BREMEN & HAMBURG	"PREUSSEN"	21st July.
HAVRE, EMDEN & HAMBURG	"SILESIA"	27th July.
MARSEILLES, HAMBURG & ANTWERP	"HOERDE"	29th July.
HAVRE, BREMEN & HAMBURG	"MARKOMANNIA"	12th Aug.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP	"O. J. D. AHLERS"	22nd Aug.
HAVRE, EMDEN & HAMBURG	"SENEGAMBIA"	25th Aug.
HAVRE, HAMBURG & ANTWERP	"DORTMUND"	5th Sept.
GENOA, HAVRE & HAMBURG	"HOLSATIA"	10th Sept.
HAMBURG & ANTWERP	"SAXONIA"	12th Sept.
HAVRE, BREMEN & HAMBURG	"SCANDIA"	21st Sept.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	IVO MARU Capt. Hirao.	12,000	WEDNESDAY, 23rd July, at 10 a.m.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	HIRANO MARU Capt. Fraser.	16,000	WEDNESDAY, 13th Aug., at 10 a.m.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TAMBA MARU Capt. Teraoka.	12,500	THURSDAY, 23rd July, at 4 p.m.
CALCUTTA via SINGAPORE, PENANG and RANGOON	AKI MARU Capt. Noma.	12,500	THURSDAY, 13th Aug., at 4 p.m.
BOMBAY via SINGAPORE, PENANG and COLOMBO	NIKKO MARU Capt. B. Takoda.	9,600	WEDNESDAY, 23rd July, at Noon.
SHANGHAI, KOBE and YOKOHAMA	KUMANO MARU Capt. E. Soyeda.	9,300	WEDNESDAY, 23rd Aug., at Noon.
MOJI and KOBE	TOSA MARU Capt. Yoshikawa.	12,500	SATURDAY, 25th July.
NAGASAKI, KOBE and YOKOHAMA	PENANG MARU Capt. Murasumi.	12,000	MONDAY, 30th July.
KOBE and YOKOHAMA	RANGOON MARU Capt. Kamaoka.	12,500	WEDNESDAY 13th August.
	COLOMBO MARU Capt. Sakamoto.	5,000	WEDNESDAY, 22nd July.
	KUMANO MARU Capt. Soyeda.	16,000	TUESDAY, 23rd July, at 5 p.m.
	KAMO MARU Capt. Shimizu.	20,000	WEDNESDAY, 23rd July, at 11 a.m.

§ Fitted with New System of Wireless Telegraphy. Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
	Return.	Return.	Return.	Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[8-9-12]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from	Leave MARSEILLES	Due at LONDON
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	HAI	KONG.	to MARSEILLES and LONDON	MARSHALL	1 day later
p.m. Thurs.		5 p.m. Tues.	Noon. Sat.			
July 9	ASSAYE ...	July 14	July 18	MEDINA ...	Saturday Aug. 15	Friday Aug. 21
July 23	DEVANHA ...	July 28	Aug. 1	MONGOLIA ...	Aug. 29	Sept. 4
Aug. 6	DELTA ...	Aug. 11	Aug. 15	EGYPT ...	Sept. 12	Sept. 18
Aug. 20	HIMALAYA ...	Aug. 25	Aug. 29	MALWA ...	Sept. 26	Oct. 2
Sept. 3	ARCADIA ...	Sept. 8	Sept. 12	MOOREA ...	Oct. 10	Oct. 16
Sept. 17	ASSAYE ...	Sept. 22	Sept. 26	MAJOJA ...	Friday Oct. 23	Thursday Oct. 29
Oct. 1	DEVANHA ...	Oct. 6	Oct. 10	MOOLTAN ...	Nov. 6	Nov. 12

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays. Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

	1st Saloon	2nd Saloon	3rd Saloon	4th Saloon	5th Saloon	6th Saloon	7th Saloon	8th Saloon	9th Saloon	10th Saloon	11th Saloon	12th Saloon	13th Saloon	14th Saloon	15th Saloon	16th Saloon	17th Saloon	18th Saloon	19th Saloon	20th Saloon
LONDON	265.	259.	244.	240.	235.	230.	225.	220.	215.	210.	205.	200.	195.	190.	185.	180.	175.	170.	165.	160.
MARSEILLES	261.	255.	242.	238.	233.	228.	223.	218.	213.	208.	203.	198.	193.	188.	183.	178.	173.	168.	163.	158.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS.	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Leave MARSEILLES	Leave LONDON
NAGOYA	July 22	July 16	July 22	July 28	Aug. 26	Sept. 6
SYRIA	July 22	July 16	July 22	July 28	Aug. 26	Sept. 6
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3
MALTA	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 18
SARDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:
1st Saloon £50 Single; £75 Return 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES:
1st Saloon £46 Single; £71 Return 2nd Saloon £33 Single; £50 Return
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

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